



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Alternative Modes Committee

**Thursday, September 22, 2005
9:00 a.m. to 10:30 a.m.**

**Suisun City Hall
701 Civic Center Blvd
Suisun City, CA 94585**

Please Note Meeting Location

Committee Members:

Jim Spering, Committee Chair, City of Suisun City
Dan Smith, City of Benicia
Michael Smith, City of Dixon
Marilyn Farley, City of Fairfield
Ron Jones, City of Rio Vista
Duane Kromm, County of Solano
Steve Wilkins, City of Vacaville
Joanne Schivley, City of Vallejo
Marci Coglianese, Public Member
Eva Laevastu, Pedestrian Advisory Committee Member
J.B. Davis, Solano Bicycle Advisory Committee Member
City Planning Commissioner
Birgitta Corsello, Solano County Resource Management Agency Director
Gerry Raycraft, Solano County Planning Directors Group

Invited Participants

Kathy Hoffman, Congressman George Miller's Office
James Corless, MTC – Planning
Don Erickson, Solano EDC
Jeff Matheson, SolanoLinks Transit Consortium
Ed Huestis, STA TAC
Jim Antone, YSAQMD
Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo

STA Staff:

Daryl Halls, Executive Director
Dan Christians, Assistant Executive Director/Director of Planning
Elizabeth Richards, Solano Napa Commuter Information (SNCI) Program Director
Robert Guerrero, Associate Planner
Sam Shelton, Planning Assistant

- | | |
|--|------------------------|
| <p>I. CALL TO ORDER- SELF INTRODUCTIONS-
(9:00-9:05 A.M.)</p> | <p>Chair Spering</p> |
| <p>II. PUBLIC COMMENTS (9:05-9:10 a.m.)</p> | |
| <p>III. APPROVE MINUTES FROM MAY 24, 2005
ALTERNATIVE MODES MEETING- (9:10-9:15a.m.) Pg 1</p> | <p>Chair Spering</p> |
| <p>IV. ACTION ITEMS</p> | |
| <p>A. Alternative Modes Committee Mission Statement
 <u>Recommendation:</u> Approve the following mission statement for the 2005 Alternative Modes Committee:
 <i>“To promote mobility and health by expanding ridesharing, transit, walking and bicycle usage and efficient use of the automobile.”</i>
 (9:15-9:25a.m.) Pg 5</p> | <p>Dan Christians</p> |
| <p>B. County TLC Planning Grants for FY2005-06
 <u>Recommendation:</u> Forward a recommendation to the STA Board to approve the following projects for FY05-06 County Transportation for Livable Communities Planning Funds as specified:
 1) City of Fairfield-Alan Witt Transportation Linkage Design Project (\$50,000)
 2) City of Vacaville-Vacaville Creekwalk Extension (\$25,000)
 3) City of Rio Vista- Waterfront Plan (\$50,000)
 (9:25-9:45a.m.) Pg 7</p> | <p>Robert Guerrero</p> |
| <p>C. Solano Bicycle and Pedestrian Program (SBPP) Funding
 <u>Recommendation:</u> Forward a recommendation to the STA Board to allocate SBPP funding based on a funding split of 1/3 to pedestrian related projects and 2/3 to bicycle related projects. (9:45-9:55) Pg 18</p> | <p>Robert Guerrero</p> |
| <p>V. INFORMATION ITEMS-Pg 22 (9:55-10:30 p.m.)</p> | |
| <p>A. Plans and Information Related to Transportation and Land Use Linkages</p> | <p>Robert Guerrero</p> |
| <p>B. Alternative Modes Funding Strategy</p> | <p>Daryl Halls</p> |

**C. Better Coordination Between Transportation and Local
Land Use Planning**

I. County TLC Capital Program

Robert Guerrero

**II. STA TLC Presentations to City and County
Planning Commissions**

Dan Christians

III Solano TLC Conference

Daryl Halls

VI. Adjournment (10:30 A.M.)— Next meeting scheduled tentatively for November 17, 2005 in the City Council Chambers at Suisun City Hall, 701 Civic Center Blvd, Suisun City, CA.



**ALTERNATIVE MODES COMMITTEE
Minutes of the meeting
Thursday, May 26, 2005**

The regular meeting of the Alternative Modes Committee was called to order by Chairperson Spering at approximately 10:30 a.m. in the Suisun City Hall Council Chambers.

Alternative Modes Committee Members Present:

Jim Spering, Committee Chair	City of Suisun City
Marilyn Farley	City of Fairfield
Ron Jones	City of Rio Vista
Duane Kromm	County of Solano
Marci Coglianese	Public Member
Eva Laevastu	Pedestrian Advisory Committee
J.B. Davis	Bicycle Advisory Committee
Birgitta Corsello	Solano County Resource Management Director
Gerry Raycraft	Solano County Planning Directors Group

Others Present:

Daryl Halls	Solano Transportation Authority
Dan Christians	Solano Transportation Authority
Elizabeth Richards	Solano Transportation Authority
Robert Guerrero	Solano Transportation Authority
Sam Shelton	Solano Transportation Authority
Tonya Gilmore	City of Benicia, Public Works
Michael Throne	City of Benicia, Public Works
Mike Duncan	City of Fairfield, Public Works
Brian Miller	City of Fairfield, Planning and Redevelopment
David White	City of Fairfield, Planning and Redevelopment
Tom Bland	City of Rio Vista, Planning and Redevelopment
Sharon Wipperf	City of Suisun City, Planning and Redevelopment
Bob Macaulay	City of Vacaville, Planning and Redevelopment
Ed Huestis	City of Vacaville, Public Works
Jim Antone	YSAQMD

I. INTRODUCTIONS/ APPROVAL OF AGENDA

Brief introductions were made. On a motion by Birgitta Corsello and a second by Ron Jones, the committee approved the May 26, 2005 Alternative Modes Committee Agenda.

II. PUBLIC COMMENTS

There were no public comments

III. DEVELOPMENT OF MISSION STATEMENT FOR ALTERNATIVE MODES COMMITTEE

The committee discussed the proposed mission statement for the Alternative Modes Committee. Duane Kromm started the discussion by indicating the mission statement is too long but that it should include additional language that states the concept of alternative modes linked to healthy lifestyle. Jim Spering and Eva Laevastu agreed that the mission was too long. Ms. Laevastu further added that it might be better to delete the statement, "along key commute corridors." Gerry Raycraft questioned the specific role of the committee, recommended replacing planning and funding to supports or recommends since the committee does not make the final decision for funding or planning related tasks. Marilyn Farley added that the statement should be short and clear for someone to easily remember the statement. Marci Coglianese suggested the concept of alternative choices as the basic mission of the committee and to encourage this concept by advising the STA Board on these issues. J.B. Davis discussed MTC 2030's Call to Action statements and encouraged the committee to consider these as the committee continues to develop the mission statement. The committee expressed consensus for Birgetta Corsello's recommended statement:

"To promote mobility and health by expanding and enhancing ridesharing, transit, walking, bicycle use, and efficient use of the automobile."

This item was continued for discussion at the next meeting with the direction by committee chair, Jim Spering for committee members to submit comments and suggestions to STA staff prior to the next Alternative Modes Meeting.

IV. ACTION ITEMS

A. Alternative Modes Funding Strategy and Principles

Daryl Halls, STA, explained that this item was an Information Item rather than an Action Item as previously indicated on the agenda. Mr. Halls provided the committee a power point presentation illustrating the various funding sources available for alternative transportation modes. Mr. Halls discussed developing strategies for the use of these funds for the number of projects identified in the Alternative Modes Element's Countywide Pedestrian Plan, Countywide Bicycle Plan, and Solano Transportation for Livable Communities (TLC) Plan.

Jim Spering questioned whether or not funding for alternative modes can be used in revitalizing older neighborhoods and suggested that the funding shouldn't just be focused to new areas in the communities. Daryl Halls responded that there are opportunities to fund projects in existing older neighborhoods such as Transportation for Livable Communities (TLC), Transportation Development Act (TDA) Article 3 Funds, and clean air funds provided by both air districts.

J.B. Davis suggested that agencies should be mandated to adopt the STA's various plans, including the Countywide Bicycle Plan, in order to be considered for alternative modes funding sources.

Marilyn Farley discussed the relationship between public transit and school buses and added that the committee should look at ways to provide coordination. Jim

Spering agreed that this linkage is important. Marci Coglianesi made the suggestion that this issue would be a better topic for the STA's Transit Committee to discuss.

J.B. Davis asked how the MTC's T2030 Track 1 funding relates to this discussion. Daryl Halls explained that the Track 1 funding is all the funds that MTC can reasonably expect to be available for the Bay Area over the next 25 years.

J.B. Davis further encouraged the committee to consider mandating cities and the county to adopt the alternative mode plans (STA Countywide Bike and Pedestrian Plans) as their own to be eligible for funding. Jim Spering cautioned the committee and stated that local land use decisions are best left for the cities and the county to decide. Mr. Spering further commented that the committee will need to figure out the best way to implement the plan at the community level. Marilyn Farley asked about what models are out there to assist communities to incorporate alternative modes designs and policies as they make land use decisions. Dan Christians and Daryl Halls discussed the STA's Transportation Land Use Conference held in Spring 2003.

Duane Kromm asked what the relationship was with the important projects being reported at the local level to important projects being reported in the CTP. Daryl Halls responded by saying they are directly linked and discussed the process for having projects included in the CTP.

B. Revisions to Draft Alternative Modes Element of CTP

Dan Christians, STA, summarized revisions and comments received for the Draft Alternative Modes Element of the Comprehensive Transportation Plan (CTP). Mr. Christians explained that the STA received Alternative Modes Element comments from the cities of Benicia and Fairfield, the County of Solano, and Eva Laevastu (STA Pedestrian Advisory Committee member). STA staff provided responses to each comment in an addendum to the Alternative Modes Element for the committee to review and recommend for approval. On a motion by Marci Coglianesi and a second by Eva Laevastu, the Alternative Modes Committee recommended the STA Board review comments received and approve proposed revisions to Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan.

C. Countywide TLC Planning Grants for FY 2005-06

The Alternative Modes Committee had brief presentations provided by Transportation for Livable Communities (TLC) Planning Grant project sponsors. The committee recommended STA staff work with the Solano Planning Directors group to develop criteria to evaluate the proposed TLC planning grants and to include the copies of each TLC application in the next Alternative Modes meeting agenda materials. There was general consensus by the Alternative Modes Committee to postpone an action until their next meeting.

V. INFORMATION ITEMS

A. Discussion of Implementation of County TLC Plan at the Community Level

Dan Christians briefly discussed the STA's proposed outreach plan to each city and county planning commissions prior to having a call for County TLC Capital grants. Mr. Christians further discussed the idea of having a TLC conference which showcases Solano County TLC efforts as well as other successful TLC type projects in the Bay Area.

B. Alternative Modes Committee Schedule for Remainder of 2006

The Alternative Modes briefly reviewed the tentative meeting schedule for the Alternative Modes Committee.

VI. COMMENTS BY COMMITTEE MEMBERS

None.

VII. ADJOURNMENT

The Alternative Modes Committee was adjourned at 11:30 a.m



DATE: September 9, 2005
TO: STA Alternative Modes Committee
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Alternative Modes Committee Mission Statement

Background:

The Alternative Modes Committee was one of three committees originally formed in 2000 to guide the development of Solano County's first Comprehensive Transportation Plan (CTP). The other two committees formed included the Transit Committee and Arterials, Highways, and Freeways Committee. The Alternative Modes Committee specifically focused on bicycle, pedestrian, alternative-fueled vehicles, and transportation land use activities as part of the Alternative Modes Element of the CTP. The original CTP was adopted in May 2002.

The STA Board reestablished the three CTP committees in spring 2005 to update the CTP and to begin taking a proactive role in implementing each of their respective plan elements. Since then, the Alternative Modes Committee has met twice and discussed the possibility of creating a mission statement for the committee to identify with. The original Alternative Modes Committee established in 2001 had created a goal with a series of objectives. However, the committee did not create a mission statement.

Discussion:

At the May 26th Alternative Modes Committee, participants reviewed the following draft mission statement:

"To improve mobility for Solano County residents by planning, encouraging and funding various transportation and land use plans and project that incorporate STA's Transportation and land use strategies. Promote and encourage transit oriented development projects along key commute corridors and assist in prioritizing and implementing alternative modes including facilities that promote ridesharing, transit, walking and bicycling and efficient use of the automobile."

After a fairly lengthy discussion, the committee came to a consensus that the mission statement should be brief and to the point. There was general consensus for the following revised statement, however, in an effort to satisfy all the participants' concerns, Committee Chairperson Sperring agreed to provide a final opportunity for committee members to provide comments on the mission statement to STA staff. The revised draft mission statement reads:

"To promote mobility and health by expanding ridesharing, transit, walking and bicycle usage and efficient use of the automobile."

Recommendation:

Approve the following mission statement for the 2005 Alternative Modes Committee:

"To promote mobility and health by expanding ridesharing, transit, walking and bicycle usage and efficient use of the automobile."



DATE: September 12, 2005
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Associate Planner
RE: County TLC Planning Grants for FY 2005-06

Background:

The STA Board issued a call for projects for Countywide TLC planning grant applications on December 8, 2004. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

The Countywide TLC planning grant program originally was designed to accommodate a total of \$50,000 in planning grants over a two-year period. However, staff is expecting to have at least \$125,000 available to allocate. A final TLC planning budget was confirmed as part of the FY 2005-06 STA budget at the STA Board meeting on June 8, 2005.

STA staff received a total of five TLC planning grant applications (see Attachment A under separate cover) submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville for a total requested amount of \$215,000. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours. TLC project sponsors provided an overview of their projects to the Alternative Modes Committee at their May 26th meeting. The Alternative Modes Committee directed STA staff to complete an evaluation of the projects and provide the committee with a recommendation for further discussion. Staff met with each of the project sponsors during May and June 2005 to discuss the details of their proposed projects and have determined all projects are consistent with the County TLC planning program. However, Suisun City was successful in obtaining a separate source of funding to complete their project and therefore withdrew their application (see Attachment B). This left four applications for funding considerations.

Discussion:

STA staff developed a TLC planning grant evaluation form based on evaluation guidelines (see Attachment C) adopted by the STA Board on December 8, 2004. The evaluation form was initially reviewed and commented on by planning staff that included Brigitta Corsello (Solano County Resource Management), Brian Miller (City of Fairfield Planning and Redevelopment), and Gerry Raycraft (Suisun City Planning and Redevelopment), and was forwarded to Solano County Planning Directors Group for further comments.

STA staff finalized the evaluation forms based on input received and sent it to an impartial panel of evaluators consisting of planning staff from the Metropolitan Transportation Commission, the Bay Area Air Quality Management District, and the Yolo Solano Air Quality Management District. The evaluators reviewed the projects and ranked them based on the total points awarded for the project in late July/early August 2005. The following is a brief summary of the evaluation results:

Project Sponsor	Project Title	Total Points	Rank	Grant Request	Recommendation
Fairfield	Allan Witt Park Transportation Linkage Design Project	99	1	\$50,000	\$50,000
Vacaville	Vacaville Creekwalk Extension/Eastern Downtown Vision	98	2	\$25,000	\$25,000
Rio Vista	Rio Vista Waterfront Plan	73	3	\$50,000	\$50,000
Benicia	Benicia Intermodal Transportation Station Final Location Study Project	56	4	\$40,000	-----
			Total	\$165,000	\$125,000

The evaluators agreed that Fairfield, Vacaville, and Rio Vista had the strongest TLC components and awarded them the most points. While they all agreed that Benicia's project was an important project with potential for TLC related activities, they scored Benicia's project with the least points due to the lack of a housing component and a station location. The evaluators also agreed that the TLC planning funds might have been a better fit to plan for improvements around the Benicia train station had a location been already determined instead of using the planning funds to determine the location of the train station.

Recommendation:

Forward a recommendation to the STA Board to approve the following projects for FY 2005-06 County Transportation for Livable Communities Planning Funds as specified:

- 1) City of Fairfield- Alan Witt Transportation Linkage Design Project (\$50,000)
- 2) City of Vacaville- Vacaville Creekwalk Extension (\$25,000)
- 3) City of Rio Vista- Waterfront Plan (\$50,000)

Attachments:

- A. County TLC Applications (under separate cover)
- B. Suisun City Project Withdrawal Letter
- C. County TLC Evaluation Form

**County TLC Applications submitted
under separate cover**

JUN 30 2005

CITY COUNCIL

CITY COUNCIL MEETING
ATTACHMENT B
First and Third Tuesday
Every Month



James P. Spering, Mayor
Pedro "Pete" M. Sanchez, Mayor Pro-Tem
Jane Day
Sam Derting
Michael A. Segala

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868
June 28, 2005

Mr. Robert Guerrero
Associate Planner
Solano Transportation Authority
One Harbor Center; Suite 130
Suisun City, CA 94585

Dear Mr. Guerrero:

The City of Suisun City formally is withdrawing its application for Transportation for Livable Communities Design Planning funds. The application was for \$50,000 over a 2-year period for the planning of a Pedestrian/Bicycle path along the SR-12 frontage and the downtown off-ramp, from Marina Boulevard to the Transit Center. As you know, we have identified another source of funding for this planning activity.

An integral part of this important transportation improvement, however, is its integration with the Transit Center itself, and its connectivity with the City of Fairfield and the Solano County Government Center. Accordingly, we are hopeful for a future planning grant and possibly construction funds for these system components. In the meantime we will proceed with the planning of the facility between Marina Boulevard and the Transit Center.

As always, thank you for your help and cooperation.

Sincerely


Gerald E. Raycraft
Interim Community Development Director

cc: Sharon Wippem, Assistant Planner
Gary Cullen, Public Works Director
Nick Lozano, Associate Engineer

DEPARTMENTS: AREA CODE (707)

10 ADMINISTRATION 421-7300 ■ PLANNING 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320
FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340
REDEVELOPMENT AGENCY 421-7309 FAX 421-7366



**Countywide Transportation for Livable Communities
Community Design Planning Program Evaluation Criteria**

Draft Countywide Transportation for Livable Communities (TLC) Community Design Planning Program Evaluation Criteria

Program Purpose: To provide planning funds to local governments, transportation agencies, and community-based organizations for exploring innovative design concepts and plans that relieve congestion by alternative modes of transportation through an inclusive, community-based planning process consistent with the Metropolitan Transportation Commission's (MTC) and the Solano Transportation Authority's (STA) Transportation for Livable Communities (TLC) program.

Total Available Funds: \$125,000

Maximum Planning Grant Allocation Per Application: \$50,000

TLC Goals

Support community-based transportation planning projects that:

1. Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to a broad range of participants.
2. Improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.
3. Support well-designed, high-density housing and mixed-use developments that are well served by transit, or will help build the capacity for future transit investment and use.
4. Support a community's infill or transit-oriented development and neighborhood revitalization activities, goals, and policies.
5. Enhance a community's sense of place and quality of life.

Evaluator: _____

Total Points Awarded: _____

Project: _____

Project Sponsor: _____

Planning Fund Request: _____

Total Project Cost: _____

Local Match: _____ Percentage of Local Match: _____

Proposal primarily focuses on one or more of the following:

- | | |
|--------------------------|---------------------------------------|
| <input type="checkbox"/> | Bicycle Facilities |
| <input type="checkbox"/> | Pedestrian Facilities |
| <input type="checkbox"/> | Smart Growth/Infill/Land Use Planning |

1. Study Need (Total Points: 4)

		Score
I. Does the planning proposal include an issue statement that clearly identifies the purpose and need of the planning project along with the desired outcomes?	Yes	2
	No	0
II. Does the planning proposal pertain to a defined physical location?	Yes	1
	No	0
III. Does the planning proposal pertain to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit, attained by improving walkability and pedestrian safety with traffic calming, transit access, and bicycling path improvements, including the closure of gaps?	Yes	1
	No	0

2. TLC Program Goals (Total Points: 4)

Does the planning proposal address one or more of the TLC program goals and demonstrates how well the goals are met (refer to TLC goals in previous page)?

High: Applicant provides clear and concise information on how the project demonstrates how well one or more TLC Program Goals are met.

Med: Application infers how the planning project will address the TLC Goals, but does not clearly demonstrate how this will be accomplished.

Low: Applicant does not address the TLC program goals in the application.

Score

4

2

0

3. Project Scope (Total Points: 5)

Score

I. Does the planning proposal describe a collaborative planning process by identifying:

I.A. Community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations nonprofits, community-based organization, etc), local governmental agency, and the transit operator that will be involved and their roles?

Yes

1

No

0

I.B. Outreach strategy to solicit input from a broad range of participants?

Yes

1

No

0

II. Does the planning proposal describe how the intended project outcomes including one or more of the following:

II.A. Community stakeholder participation and support?

Yes

1

No

0

II.B. Plans for providing congestion relief through improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use?

Yes

1

No

0

III.C. Plans for providing congestion relief through the development of higher density housing and mixed-use development near existing or planned transit infrastructure?

Yes

1

No

0

4. Project Administration (Total Points: 3)

		Score
I. Does the planning program clearly identify a specific work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process?	Yes	1
	No	0
II. Does the planning proposal indicate if it will be completed within 2 years?	Yes	1
	No	0
III. Does the project sponsor commit to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible?	Yes	1
	No	0

5. Solano Comprehensive Transportation Plan (Total Points: 5)

		Score
Is the planning project an adopted TLC candidate project identified in the STA's Comprehensive Transportation Plan (CTP)? And/or does the applicant reference the STA's Countywide Pedestrian Plan and/or Countywide Bicycle Plan for pedestrian and bicycle friendly design concepts for consideration in their TLC Candidate project scope. The Pedestrian and Bicycle Plan are part of the CTP's Alternative Modes Element.	Yes	5
	No	0

(STA staff determined)

Additional Factors (Total Points: 18)

Score

I. Project Innovation:

To what degree does the project demonstrate innovation in project scope and design? How is this project more unique in scope and type than other candidate projects?

High: Project addresses design and scope of work thoroughly through innovative methods that have traditionally not been done, created or experienced in Solano County.

2

Med: Project attempts to address at least one area of design and/or scope of work through innovative methods that have traditionally not been done, created or experienced in Solano County.

1

Low: Project's design and scope of work are limited and is proposed to be completed by traditional methods.

0

II. Community

Outreach: Does the project demonstrate an affective public outreach to the community? (*Focus on project proposed, not just on the quality of the proposal*)

High: Project sponsor thoroughly describes effective methods to solicit input from the community (e.g. specifies number of meetings planned, list of potential groups to participate in the study, advertising techniques planned for the public input, etc.)

2

Med: Project sponsor generally describes methods to include public input.

1

Low: No description of community outreach efforts for the planning project

0

**III. Land Use/
Transportation Links:**

To what degree does the project provide congestion relief through support of building higher density housing and mixed uses developments, connectivity particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/ corridors?

High: Project, as a whole, encourages and supports higher density housing, mixed use developments, or connectivity to downtowns commercial cores, neighborhoods, and/or transit stops/ corridors

10

Med: Project, in part, includes higher density housing, mixed use developments, or connectivity to downtowns commercial cores, neighborhoods, and/or transit stops/ corridors.

5

Low: Project does not include new higher density housing, mixed use developments, or connectivity to downtowns, commercial cores, neighborhoods, and/or transit stops/ corridors.

0

IV. Low-income

Community: Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

High: Application clearly defines how the project benefits a low-income community. 2

Med: Application references benefits to low-income community but does not provide details. 1

Low: Project does not benefit a low-income community. 0

V. Local Match: To what degree is the local match/ in-kind match offered as part of the proposed project's total cost?

High: Project sponsor provides a local match and/or in-kind services greater than 41%. 2

Med: Project sponsor provides a local match and/or in-kind services between 21%-40%. 1

Low: Project sponsor provides 20% match or less in local or. 0



DATE: September 12, 2005
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Associate Planner
RE: Solano Bicycle and Pedestrian Program Funds

Background:

The Solano Bicycle and Pedestrian Program (SBPP) consists of Transportation Development Act (TDA) Article 3 and the County Bicycle/Pedestrian Program funds. A total of \$2.3 million in combined TDA Article 3 and MTC County Bicycle/Pedestrian Program Funds are expected over the next three fiscal years (FY 2006-07 to FY 2008-09).

TDA Article 3

Transportation Development Act (TDA) funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority). Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for *bicycle and pedestrian projects*. Although the exact amount fluctuates every year, Solano County generally received about \$250,000 to \$270,000 annually in the past. The Metropolitan Transportation Commission (MTC), the Regional Transportation Agency for the Bay Area, estimates the TDA Article 3 funding will increase to an average of about \$319,000 over the next three fiscal years for a total of about \$950,000 estimated to be available from FY 2006-07 to FY 2008-09.

MTC County Bicycle/Pedestrian Program Fund

MTC allocated \$200 million toward bicycle and pedestrian related improvements over 25 years as part of the Transportation 2030 Plan. As part of that commitment, MTC developed a County Bicycle/Pedestrian Program Fund consisting of the remaining \$24 million administered by each county congestion management agency (e.g. Solano Transportation Authority) based on population. Solano County has approximately 6% of the Bay Area region's population and therefore anticipates receiving approximately \$1,395,835 out of the \$24 million. Funding for the county program is expected to be available for distribution FY 2007-08 and FY 2008-09.

Discussion:

For the last seven months or more, the STA's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC), with input from the STA's Technical Advisory Committee members, have worked to develop draft guidelines to assist them in making recommendations for SBPP funds. The current draft guidelines are attached for your review.

A fundamental policy decision will need to be made to complete the SBPP guidelines. The BAC and PAC each have a countywide planning document (i.e. Countywide Bicycle Plan and Countywide Pedestrian Plan) that includes projects related to bicycle and pedestrian facility improvements. Based upon the needs identified in each plan, staff has determined that the overall funding need for projects primarily benefiting bicyclists and pedestrians is approximately 2/3 bicycle and 1/3 pedestrian. Therefore, staff recommends that the SBPP fund be consistent and allocated according to the needs identified. Staff further recommends that the total anticipated funds be split into the following approximate amounts over the next three years:

Total SBPP Funds Anticipated for next 3 years: \$2.3 million

Funding for Bicycle Facilities (2/3 split): \$1.5 million

Funding for Pedestrian Facilities (1/3 split): \$800,000

Staff will continue to work with the BAC, PAC, and TAC to refine the SBPP Guidelines based on the Alternative Modes Committee recommendation. Our goal is to have the final draft guidelines completed and ready for the Alternative Modes Committee to review and approve by November 2005.

Recommendation:

Forward a recommendation to the STA Board to allocate SBPP funding based on a funding split of 1/3 to pedestrian-related projects and 2/3 to bicycle-related projects.

Attachment:

A. Draft Solano Bicycle and Pedestrian Program (SBPP) Fund Guidelines

Proposed Solano Bicycle and Pedestrian Program Fund Guidelines

1. The Solano Transportation Authority's (STA) Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) shall each establish a 3-year Implementation Plan that consists of priority projects identified in the Solano Countywide Bicycle Plan and the Countywide Pedestrian Plan for purposes of allocating Solano Bicycle and Pedestrian Program (SBPP) funds. The STA's Technical Advisory Committee and Alternative Modes Committee shall also review and make a recommendation on the 3-year Plan and any subsequent amendments before the plan is submitted to the STA Board for approval.
2. Eligible projects for the 3-year Implementation Plan shall be based on criteria recommended by the BAC and PAC and approved by the STA Board. The 3-year Plan will be prioritized by the following tiers:

Tier 1 – Projects in the Countywide Bicycle Plan and Countywide Pedestrian Plan deemed to be top priority based on approved criteria (to be developed in the fall and winter 2005 by the BAC and PAC and recommended for Board approval upon completion).

Tier 2 – The next level of priority projects listed in the Countywide Bicycle Plan and Countywide Pedestrian Plan (to be prioritized in the fall and winter 2005 by the BAC and PAC and recommended for Board approval upon completion).
3. The 3-year Implementation Plan will function as a guide for SBPP Fund recommendations and will be flexible to the funding needs of STA member agencies. Project sponsors will be requested to provide annual project updates to the BAC and PAC for projects identified in the 3-year Implementation Plan.
4. Each year, preferably during the months of December or January, BAC and PAC shall confirm their top priority projects for the next 3 years of SBPP funding.
5. The BAC and PAC will meet jointly to develop their recommendations for the Solano Transportation Authority (STA) Board of Directors to allocate SBPP Funds. SBPP funds will be allocated generally 1/3 to primarily pedestrian-oriented projects and 2/3 to primarily bicycle-oriented projects. Not more than 25 percent shall be recommended per year for Tier 2 projects. The PAC and BAC are under no obligation to recommend allocation of all available SBPP funding on a yearly basis.
 - Project sponsors will submit an application for SBPP funding which demonstrates the types of users and primary benefits of their project. Daily and annual average counts for bicycle and pedestrian usage will be included (possibly criteria instead of guideline).

- STA member agencies that have adopted both the Countywide Bicycle Plan and the Countywide Pedestrian Plan will be given preference when allocating SBPP Funds (possibly criteria instead of guideline).
- 6 The 3-year Implementation Plan will be updated annually to include new projects or revisions to current projects identified in the plan. Amendments to the 3-year Plan must be approved by the project sponsors, the BAC and the PAC before sending a recommendation to the STA Board for their adoption.



DATE: September 12, 2005
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Associate Planner
RE: Information Items

A. Planning and Information Related to Transportation and Land Use Linkages (Robert Guerrero, STA)

A Planning and Information Related to Transportation and Land Use Linkages binder is enclosed for members of the committee under separate cover for the benefit of returning members and new members. The following documents are included in the binder:

1. Jepson Parkway Concept Plan
2. Solano Countywide Bicycle Plan
3. Solano Transportation for Livable Communities Plan
4. Solano Transportation for Livable Communities Guidelines
5. Solano Countywide Pedestrian Plan
6. Alternative Modes Element of the Solano Comprehensive Transportation Plan
7. Transportation Land Use Toolkit
8. MTC Transportation for Livable Communities Work in Progress

These documents represent a culmination of STA and MTC activities over the last several years relating to transportation and land use planning.

B. Alternative Modes Funding Strategy (Daryl Halls, STA)

Several funding opportunities will be available for alternative modes projects in the next three to four years. Attached is a summary of potential discretionary and competitive funding opportunities (see Attachment III.A). The goal of the implementation strategy is to provide a concise means for identifying anticipated funding sources and linking them to projects that would be the best candidate for that fund source. STA staff is currently working with the Solano Bicycle Advisory Committee (BAC) and the Solano Pedestrian Advisory Committee (PAC) to prioritize projects identified in their respective plans in anticipation of future funding opportunities.

C. Better Coordination Between Transportation and Local Land Use Planning

I. County Transportation For Livable Communities (TLC) Capital Program- (Robert Guerrero, STA)

As outlined in the Alternative Modes Implementation Strategy, the STA anticipates approximately \$2.3 million for TLC Capital-related projects over the next three years. Important dates related to the County TLC Capital Program are attached as reference to the program's tentative timeline (see Attachment III.B). STA staff is considering options to prioritize the Solano TLC projects identified in the Countywide TLC Plan. However, this task is going to require additional dialog with

member agencies. The Countywide TLC Plan identifies several potential TLC projects that are in conceptual stages with many of the projects needing to identify additional components that make for a successful TLC capital project (i.e. design guidelines, bike/pedestrian linkages, identified local match, illustrative landscape plans, housing/mixed use plan, project phasing plan and timeline).

To assist agencies in developing a TLC capital grant application, STA staff is going to provide application workshops early on to present ideas for what makes a competitive TLC project. Staff will also develop a fact-finding survey to assist in determining applicants' current TLC planning and project efforts as well as making additional site visits to project locations. This will assist staff in determining the best way to support applicants as they develop their TLC grant application for either the County TLC Program and/or MTC's Regional TLC Program. Providing workshops is included as part of STA's Transportation Planning Land Use Solution (T-Plus) agreement with MTC which allows STA staff to take a larger roll in implementing the TLC program at the regional and county level.

II. STA TLC Presentations to City and County Planning Commissions (Dan Christians, STA)

As part of the County TLC program outreach, STA staff is planning to provide presentations to city and county planning commissions in the fall of 2005. The presentations will include background information on the TLC program and future opportunities for funding. Attached is a draft PowerPoint presentation for these events (see Attachment III.C.). The intent of the outreach is to increase the interest level of member about transportation and land use linkages. STA staff will also use this opportunity to invite staff from member agencies to attend County TLC Capital Program Workshops and the future Solano TLC Conference (further discussed in the next information item). The STA has already scheduled a TLC presentation with the County and City Coordinating Council (Four C's) and will continue to schedule additional presentations during October through December 2005.

III. Solano TLC Conference (Daryl Halls, STA)

In addition to TLC workshops and TLC presentations to city and county planning commissions, the STA will host a TLC Conference tentatively scheduled for the Spring of 2006. The purpose of the conference is to showcase current TLC planning and construction activities. This event will also provide staff an opportunity to further advertise future TLC funding opportunities for member agencies to take advantage of. The TLC Conference will be similar to the STA's Transportation and Land Use Conference held in 2003 in Vacaville at the Travis Credit Union by potentially having a panel discussion of topics that could include TLC concepts, benefits, pros and cons to the program, status of the Bay Area transportation and land use efforts, and possible incentives. More details will be determined as we come closer to the tentative TLC Conference date.

ATTACHMENT III.A

Alternative Modes Funding Program

Rev 9/13/05

Current Year	Fund Programs	Actual Funding Amounts Received to Date		
Fiscal Year 2005-06	Enhancements	\$1,629,000	Total Discretionary funding	\$3,531,256
	TFCA Program Manager Funds	\$185,000		
	YSAQMD Clean Air Funds	\$190,000		
	TDA Article 3	\$327,256		
	ECMAQ	\$1,200,000		
	MTC Regional TLC/HIP	\$2,000,000	Total Regional Competitive Funding	\$2,341,000
	BAAQMD Regional TFCA Funds (Application submitted by Benicia)- \$10 million available to Bay Area	Pending		
	RM2 Safe Routes to Transit Program (Applications submitted by Fairfield and Benicia)-\$4 million available to Bay Area	Pending		
	MTC Regional Bicycle/ Ped Program	\$341,000	Total State Competitive Funding	\$562,000
	Caltrans BTA- \$8 million available statewide	\$562,000		
	Caltrans Safe Routes to School Program (Applications submitted by Benicia, Fairfield, Suisun)- \$24 million available statewide	Pending		
			Total Alternative Funds Received for FY 2005-06	\$6,434,256

		Approximate Target Funding Amounts		
Fiscal Year 2006-07	County TLC (Enhancements/CMAQ) FY 06-07 (Based on MTC's Enhancement estimate)	\$462,000	Target Discretionary Funding	\$2,208,075
	TFCA Program Manager Funds FY 06-07 (Assumes at least 50% to Alternative Modes Projects)	\$150,000		
	YSAQMD Clean Air Funds FY 06-07 (Assumes at least 50% to Alternative Modes Projects)	\$145,000		
	TDA Article 3 FY 06-07 (Based on MTC Estimate)	\$302,075		
	ECMAQ FY 06-07	\$1,200,000		
	MTC Regional TLC/HIP (Assumes 6% of \$18 mil)	\$1,080,000	Target Regional Competitive Funding	\$1,680,000
	BAAQMD Regional TFCA Funds (Assumes 6% of \$10 mil)	\$600,000		
	Caltrans BTA (Assumes 1% of 8mil)	\$80,000	Target State Competitive Funding	\$320,000
	Caltrans Safe Routes to School Program (Assumes 1% of \$24 mil)	\$240,000		
			Total Target Amount for FY 2006-07	\$4,268,075

		Approximate Target Funding Amounts		
Fiscal Year 2007-08	County TLC (Enhancements/CMAQ) FY 07-08 (Based on MTC's Enhancements/CMAQ estimate)	\$908,000	Target Discretionary Funding	\$3,486,977
	TFCA Program Manager Funds FY 07-08 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$150,000		
	YSAQMD Clean Air Funds FY 2007-08 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$145,000		
	TDA Article 3 FY 07-08 (Based on MTC Estimate)	\$310,000		
	ECMAQ FY 07-08	\$1,200,000		
	Solano Bicycle/ Pedestrian Program FY 07-08 (County share for FY 07/08 & FY08/09 is \$1,395,835)	\$887,977		
	MTC Regional TLC/HIP FY 07-08 (Assumes 6% of \$18mil)	\$1,080,000	Target Regional Competitive Funding	\$1,920,000
	BAAQMD Regional TFCA Funds (Assumes 6% of \$10 mil)	\$600,000		
	RM2 Safe Routes to Transit Program (Assumes 6% of \$4 mil)	\$240,000		
	Caltrans BTA Fiscal (Assumes 1% of \$8 mil)	\$80,000	Target State Competitive Funding	\$320,000
Caltrans Safe Routes to School Program (Assumes 1% of \$24 mil)	\$240,000			
			Total Target Amount for FY 2007-08	\$5,726,977

*Regional funding target based on Solano County's population share equal to about 6% of the San Francisco Bay Area.

**State competitive target based on Solano County's population share equal to about 1% of the State of California.

		Approximate Target Funding Amounts			
Fiscal Year 2008/09	County TLC (Enhancements/CMAQ) FY 08-09 (Based on MTC Enhancement/CMAQ estimate)	\$661,000	Target Discretionary Funding	\$3,399,576	
	TFCA Program Manager Funds FY 08-09 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$155,000			
	YSAQMD Clean Air Funds FY 08-09 (Assumes at least 50% of FY05/06 estimate to Alternative Modes Projects)	\$145,000			
	TDA Article 3 FY 08-09 (Based on MTC Estimate)	\$336,656			
	ECMAQ Fiscal Year 08/09	\$1,200,000			
	Solano Bicycle/ Pedestrian Program FY 08-09 (County share for FY 07/08 & FY08/09 is \$1,955,835)	\$667,917			
	MTC Regional TLC/HIP FY 08-09 (Assumes 6% of \$18 mil)	\$1,080,000	Target Regional Competitive Funding	\$1,680,000	
	BAAQMD Regional TFCA Funds (Assumes 6% of \$10 mil)	\$600,000			
	Caltrans BTA Fiscal Year 06/07 (Assumes 1% of 8 mil)	\$80,000	Target State Competitive Funding	\$320,000	
	Caltrans Safe Routes to School Program (Assumes 1% of \$24 mil)	\$240,000			
			Total Target Amount for FY 2008-09	\$5,399,576	

Grand Target Total for Solano County Projects (FY 2006-07 to FY 2008-09)	\$25,389,680
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Total Alternative Mode Funding Received for FY 2005-06

County Discretionary Funds	\$3,531,256
Regional Competitive Funds	\$2,341,000
State Competitive Funds	\$562,000
Total	\$6,434,256

Estimated Alternative Mode Fund Summary FY 2006-07 to FY 2008-09

County Discretionary Funds	\$9,154,628
Regional Competitive Funds	\$5,280,000
State Competitive Funds	\$960,000
Total	\$15,394,628

*Regional funding target based on Solano County's population share equal to about 6% of the San Francisco Bay Area.

**State competitive target based on Solano County's population share equal to about 1% of the State of California.

ATTACHMENT III.B

Solano County Transportation for Livable Communities (TLC) Capital Program Schedule of Tasks

<u>Task</u>	<u>Tentative Schedule</u>
TLC Program Presentations to Planning Commissions	October-December 2005
County TLC Capital Projects Workshop	December 2005-January 2006
County TLC Projects Survey and Site Visits	January-March 2006
Solano TLC Conference	March-May 2006
Solano County TLC Capital Call for Projects	April-June 2006
Award \$1.4 million in County TLC Capital Grants	September-October 2006

Solano Transportation for Livable Communities (TLC) Program

TLC Program History

- In 1998, MTC created the TLC Program to provide regional planning and capital grant funding for transit-oriented development and transportation-related livable community projects (Regional TLC Program).
- In 2000, MTC included a Housing Incentive Program (HIP) as part of the Regional TLC program to provide funding incentives for high density housing/mixed use projects (Housing Incentive Program).
- In 2003, MTC's TLC Program was tripled to allow a third of TLC funds to be allocated locally by the county congestion management agencies (County TLC Program).

Overview of STA's Transportation Land Use Related Plans

Solano Comprehensive Transportation Plan Elements:

1. Alternative Modes Element
 - Countywide TLC Plan (2004)
 - Countywide Bicycle Plan (2004)
 - Countywide Pedestrian Plan (2004)
2. Arterials, Highways, and Freeways Element
 - Jepson Parkway Concept Plan- Multi-jurisdictional transportation/land-use planning document (2000)
3. Transit Element
 - I-80/680/780 Transit Corridor Study- Multi-jurisdiction transit facilities planning document for the I-80/680/780 freeway corridors (2004)

Solano TLC Plan

Solano TLC Plan includes:

- Overview of the TLC program
- Description of its relationship with other Federal, State, Regional, and countywide planning, policies and programs
- Discussion of the benefits of a TLC type project
- Solano TLC goal and objectives
- Project descriptions of completed TLC projects in Solano County
- List of current TLC Proposed Candidate Projects

TLC Basics

1. The Regional and Countywide TLC programs are funded by:
 - Federal Transportation Enhancements (TE) Funding
 - Federal Congestion Mitigation Air Quality Fund (CMAQ)
2. TLC Funds Available for FY 2006-07 to FY 2008-09:
 - Regional TLC/HIP (Bay Area Competitive) – \$18 million
 - Solano County TLC Program- \$2.3 million

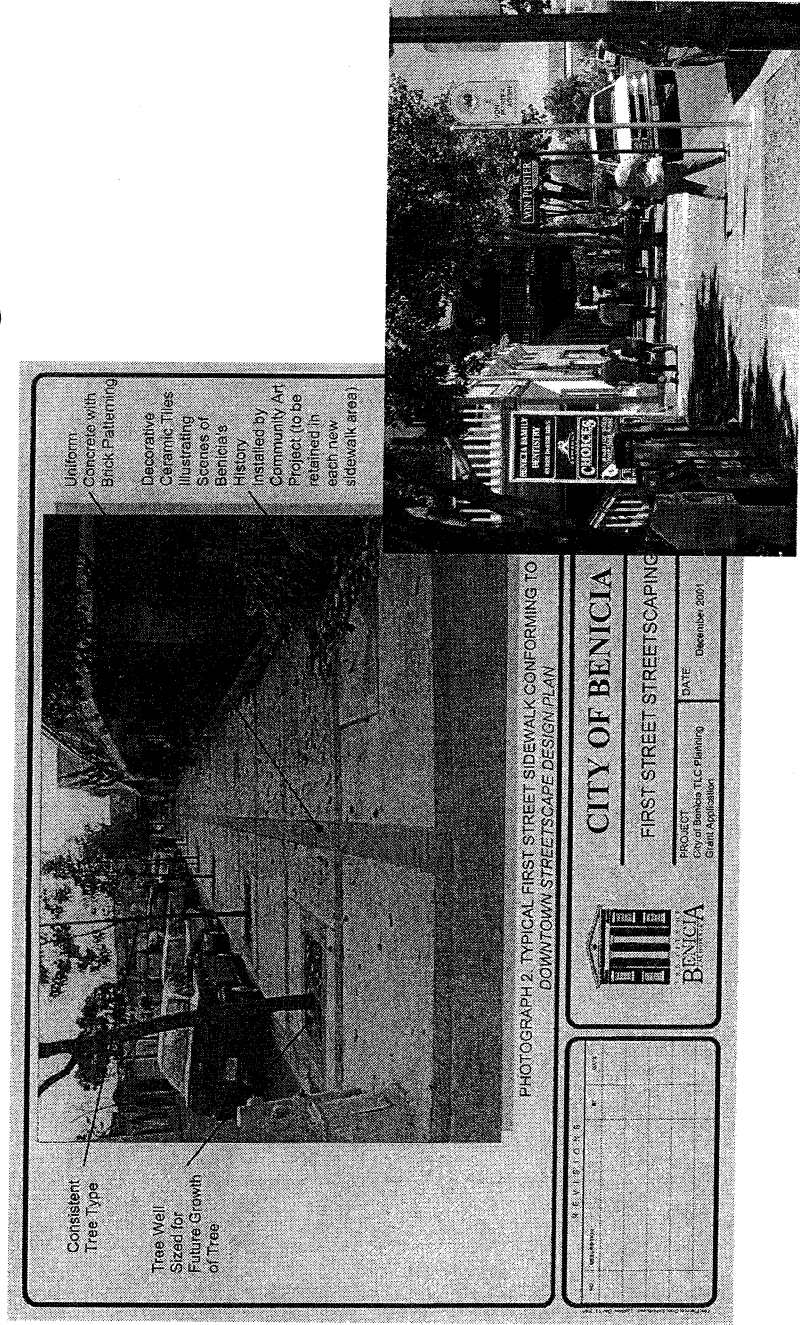
Solano County TLC Program

1. Approximately \$2.3 million available for FY 2006-07 to FY 2008-09
 - Capital Funds (\$2.3 million)
 - TLC Planning (\$125,000)
2. Initial steps for programming funds:
 - Adopted TLC Guidelines in September 2004
 - Adopted Solano TLC Plan in October 2004

TLC Candidate Projects by Jurisdiction

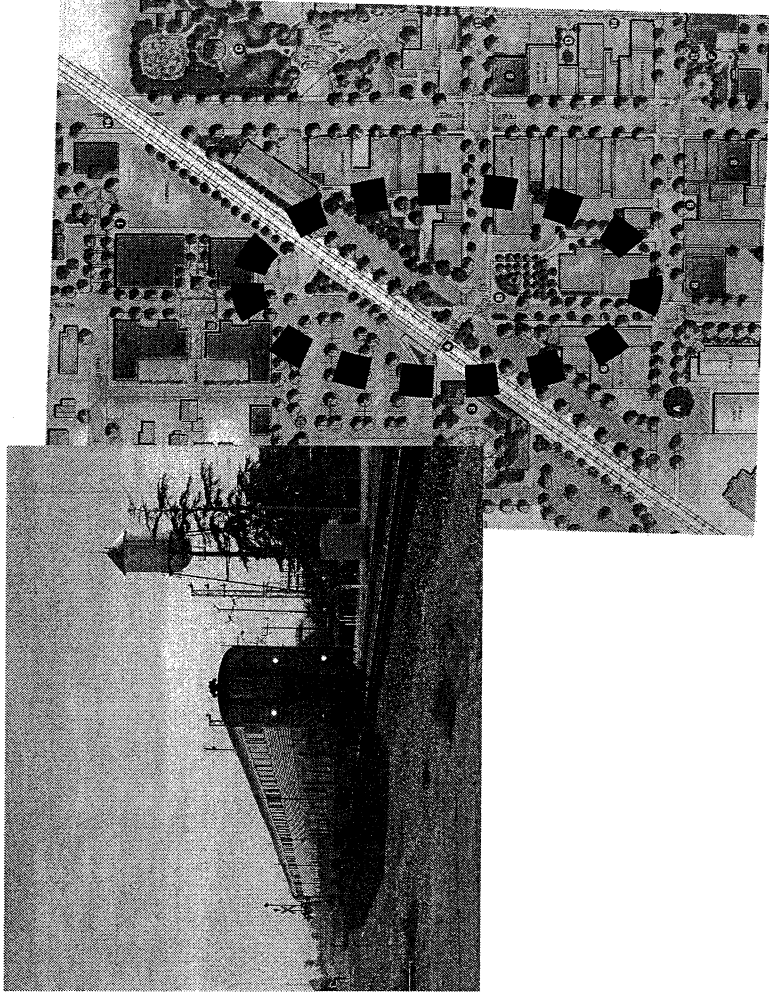
Benicia

First Street Streetscape and Parking Enhancements



TLC Candidate Projects by Jurisdiction Dixon

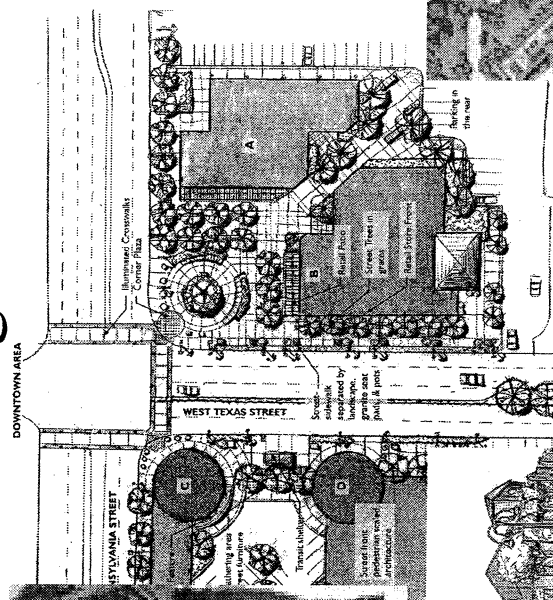
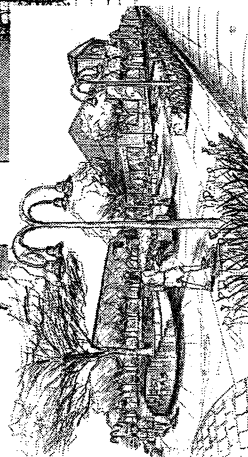
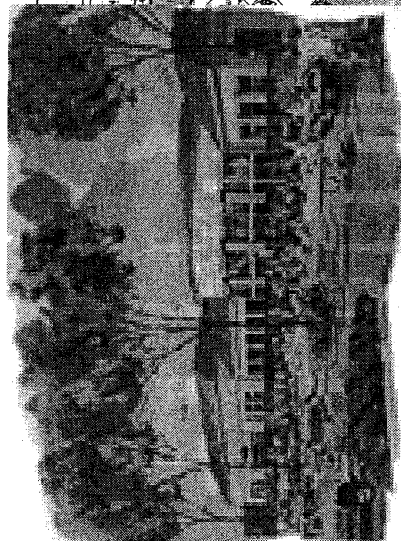
Dixon Multi-Modal Transportation Center



TLC Candidate Projects by Jurisdiction

Fairfield

West Texas Street Urban Village

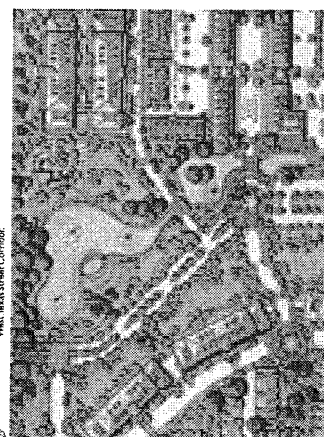


West Texas Street Master Plan

REDEVELOPMENT
OPPORTUNITY:
WEST TEXAS &
PENNSYLVANIA

Recommendations:

- Some freeways built next to the Interstate, with ramps that are oriented to the new freeways. Many water sidewalks separated from traffic by landscaped greenery such as palm and pots. Pedestrian-scale architecture, signage, and lighting.
- A public plaza or gathering place, with commercial space suitable for tenants like coffee shops and restaurants that attract pedestrian traffic and breathe life into the neighborhood.
- Improved & illuminated crosswalks, and walkways that are oriented to the intersection to allow pedestrians to cross safely to and from downtown proper.
- Special signage at the corner announcing the West Town Street Corridor.



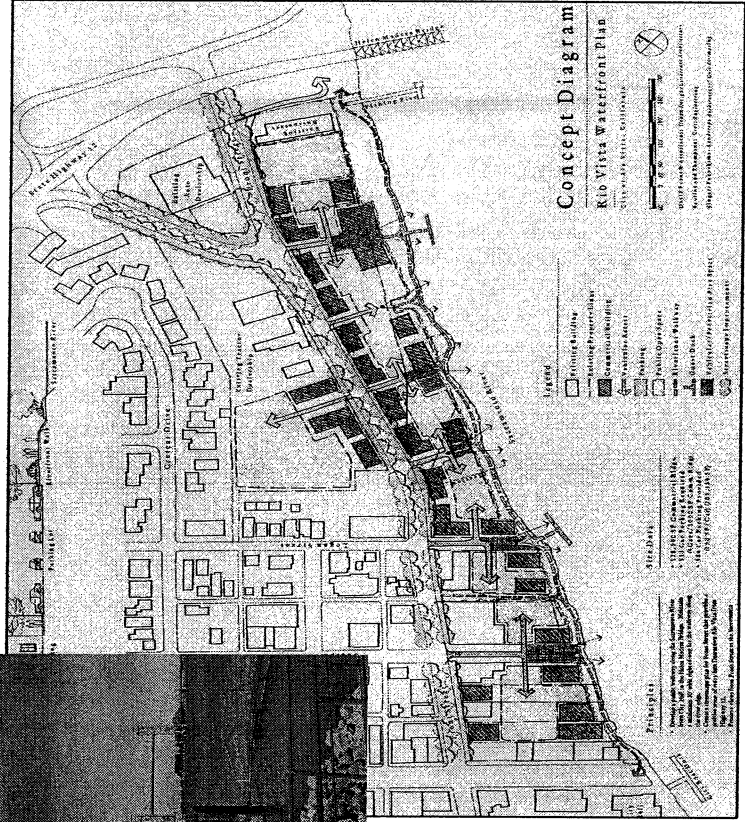
Sketch looking at the plaza on the southwest corner of West Texas & Pennedwards

Haiti Texas Street Murder Dis...

BUILDING	RETAIL SPACE S/F	RESIDENTIAL S/F
A	8,200	8,200
B	12,000	13,650
C	8,600	4,350
D	15,784	

Not to Scale

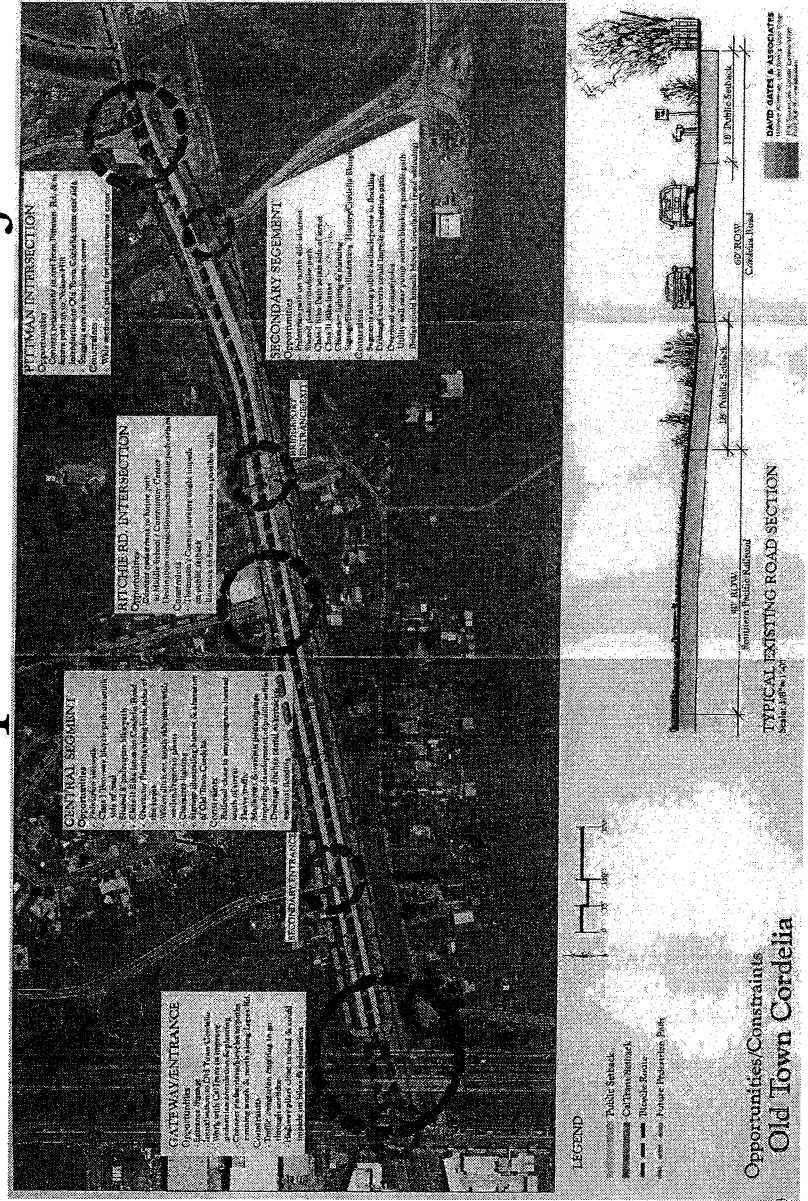
Rio Vista Waterfront Plan Implementation



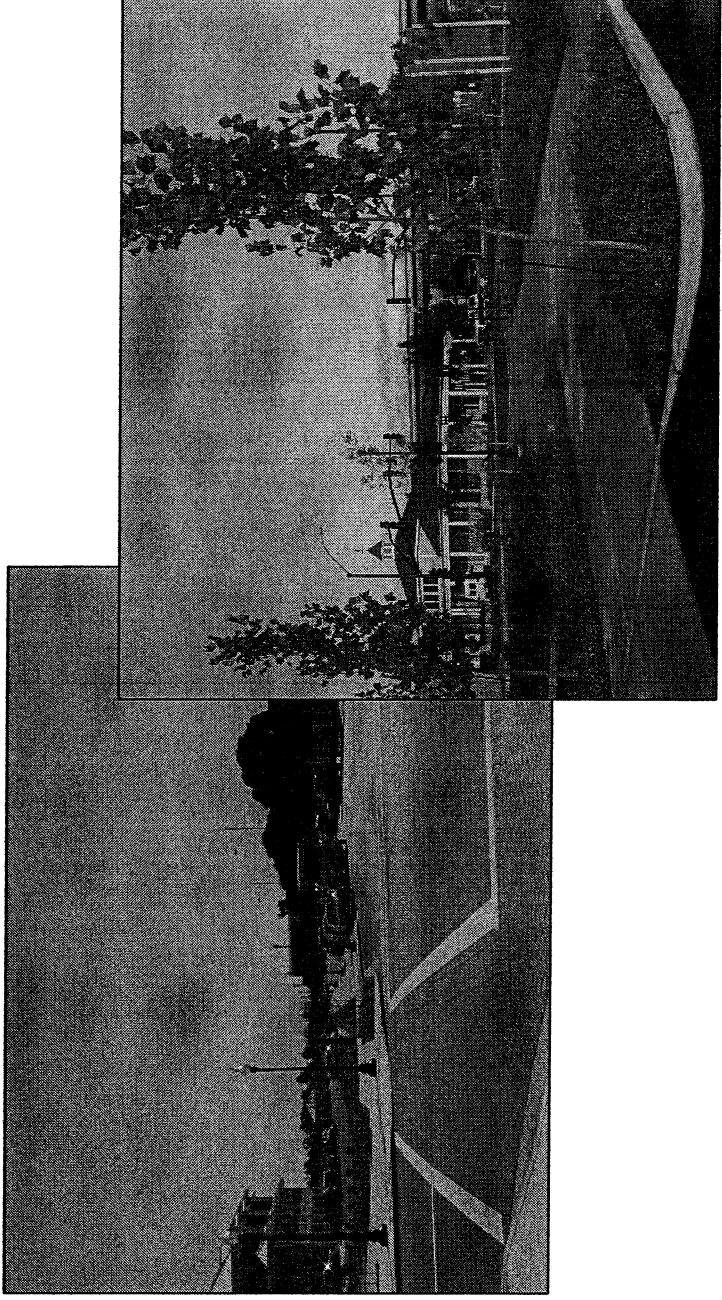
TLC Candidate Projects by Jurisdiction

Solano County

Old Town Cordelia Improvement Project



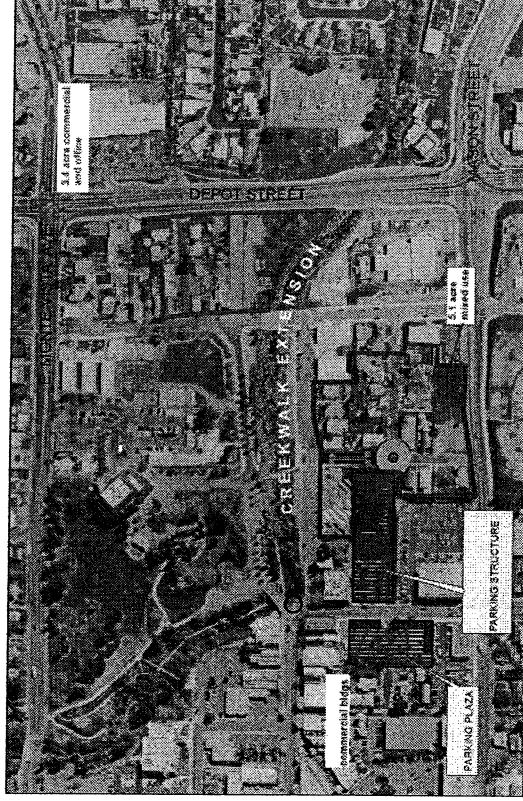
TLC Candidate Projects by Jurisdiction
Suisun City
Main Street/Downtown Streetscape Improvement
Project (Phase II)



TLC Candidate Projects by Jurisdiction

Vacaville

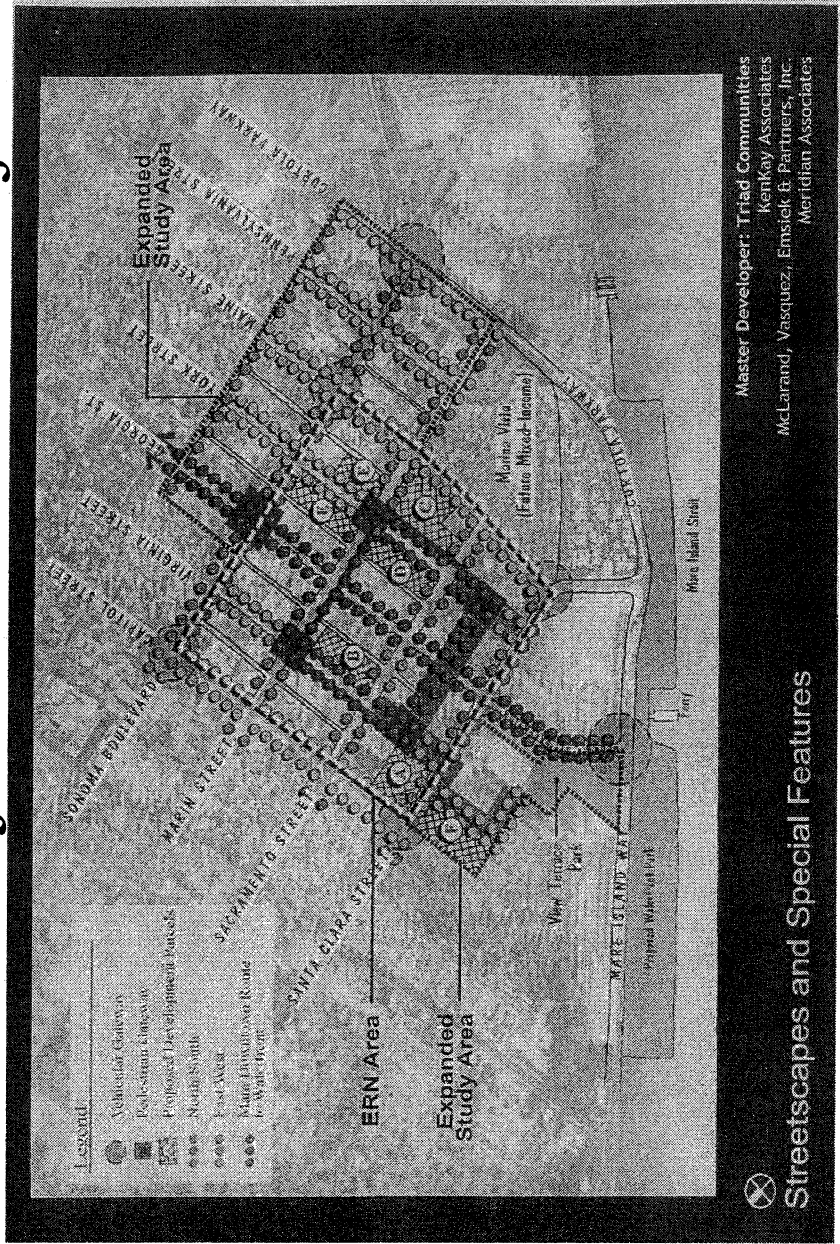
- Vacaville Creekwalk Extension



Sample TLC Candidate Projects by Jurisdiction

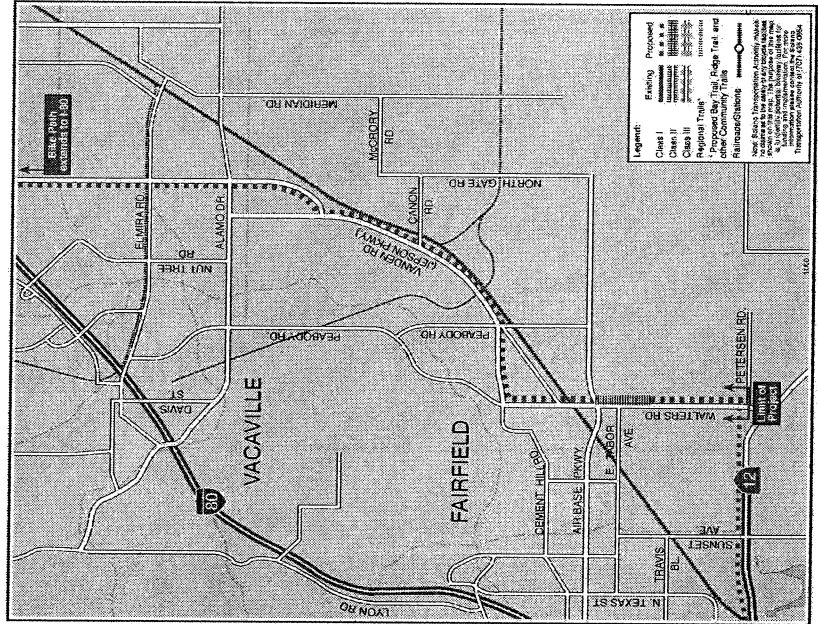
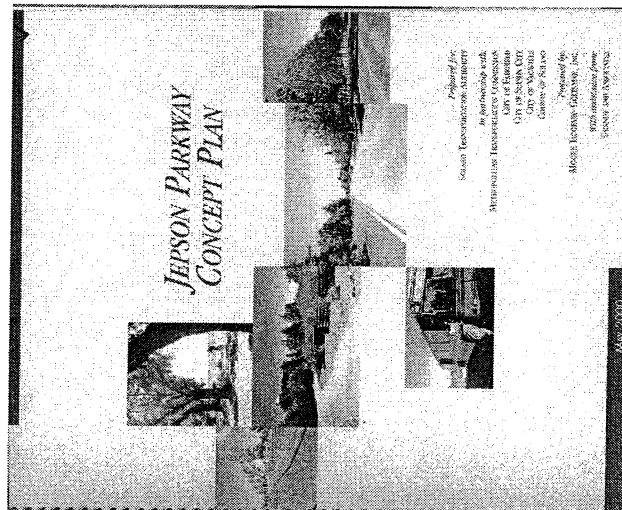
Vallejo

Downtown Vallejo Renaissance Project



Sample TLC Candidate Projects by Multi-Jurisdiction Fairfield, Vacaville, Suisun City and Solano County

- Jepson Parkway



Tentative TLC Fund Schedule

MTC

- Regional TLC Capital (\$9 million) call for projects is expected between December 2005 and June 2006
- TLC HIP and TLC Planning to be determined

STA

- Award County TLC Planning funds (\$125,000) in October 2005
- County TLC Capital (\$1.4 million) call for projects is expected in Spring 2006
- An additional call for TLC County Planning and Capital Projects (\$921,000) will likely occur sometime in 2007

TLC Work Program for 2005-06

- Award \$125,000 in TLC Planning Grants (October 2005)
- TLC Program Presentations to Planning Commissions (October-December 2005)
- County TLC Capital Projects Workshop (December 2005-January 2006)
- County TLC Projects Survey and Site Visits (January-March 2006)
- Solano TLC Conference (March-May 2006)
- Solano County TLC Capital Call for Projects (April-June 2006)
- Award \$1.4 million in County TLC Capital Grants (September-October 2006)